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AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The **PRODUCT**—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRICKSHANK & Co., Ltd.,

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients, only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them, to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

For **COAST PORTS**, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is **"DISPENSARY, HONGKONG."** And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
The Hongkong Dispensary, Hongkong.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, THURSDAY, JUNE 22, 1893.

CHEAP TESTIMONIALS.

III.

One trade is respectable above another only in consequence of the superior respectability of the class of persons engaged in it. That applies to the trade, so common in this enlightened British colony, of getting up cheap testimonials to varnish the colourless reputations of generally incompetent and useless officials who have by advancing years and force of circumstances been pestered out of active existence. The custom is based mainly on the impotence of ignorance. The Placidist, or some other equally disgraceful plague-spot on an immortal world that might very easily be made much better than it is, once made the remarkably safe, if not particularly deep observation, that circumstances altered cases. That such is the case cannot be disputed. They certainly do, and it is our intention to endeavour to illustrate that somewhat mouldy truism by hard facts which cannot be set aside.

By one of those strange coincidences for which official Hongkong is so justly renowned, apparently struck the Chinese nobility and gentry of Talpinghan—or some of them, or somebody else who by a happy dispensation of Providence is permitted to live amongst decent Britishers—that the moment had arrived for

another of those amusing Puxna and Juvy burlesques of a few years ago, which the illimitable genius of the then Hon. THOMAS JACKSON, member of our local Legislative Council for the Hongkong and Shanghai Bank, had so successfully inaugurated by the customary methods of the class he represented, to electro-plate and French-polish his excellent friend Sir "Guan" BOWEN, about the most contemptible old wind-bag who ever degraded the dignities of what ought to be a high position. And so they "fixed up" literary testimonials to the Hon. JAMES HALL NE STEWART LOCKHART, Registrar General of Hongkong, and Sir JAMES RUSSELL, ex-Chief Justice, etc., etc., which were duly communicated to and eagerly devoured by the hungry tadpoles of our grotelling contemporaries, the *Daily Post* and *China Mail*. Addresses in a similar strain to those valuable officials, Mr. JOHN MINNICKETT, the illustrious *prole* of Sir JUDAS, and Mr. MITCHELL-JONES, are under the consideration of the Office Goat and Our Very Own First Gravedigger. "Fairplay all round" is our motto. It was strange that Mr. LOCKHART, who was just on the point of leaving the colony on a most enjoyable holiday at the ratepayers' expense, and Sir JAMES RUSSELL, who for many months had severed his connection with Hongkong, excepting as to the pleasant privilege of drawing a handsome annual pension and fattening on the probable bulky dividends derived from judicious share investments in the colony, should have at almost the same moment been made the recipients of addresses from what it is fair to assume are identically the same sources. It was more than strange; it was and is singularly suggestive. The ridiculous twaddle presented to the Registrar General, already satirised in these columns, was doubtless written by an erudite member of the Chinese *literati* (Comptroller order); that the MONTREUX of Hongkong bears plain evidence on the face of it of the touch of a European hand. Whose was it? At whose instigation and by whose influence was this bogus and notoriously lying testimonial engineered through the so-called "Chinese of Hongkong?" Why didn't the "Chinese of Hongkong" append their eminent autographs to this precious document, as they did in the farcical send-off tendered to the distinguished compeer of KA, the Chuckle-headed? Was this pretty little piece of insane jollery and snobbish spitefully manipulated to serve as an introduction in London for the so-called Protector of Chinese, a sort of sop to the retired CARRERUS, and owes its existence to the high-souled benevolence of the gentry and merchants of the Po Leung Kuid and the Registry-General? Or was it a *quid pro quo* or interested suggestion—a cheap sacrifice on the altar of ignoble friendship, dictated by the presiding genius of a well-known institution not a hundred miles from Queen's Road? However that may be, the address is worthy of its author; it is mainly a tissue of unscrupulous falsehoods—and as SHAKESPEARE puts it, "liars are past all shame"—so past all truth. The *Hongkong Telegraph* has always recognised Sir JAMES RUSSELL's undoubted abilities; it has on many occasions borne ready testimony to his steady application to work, his shrewdness, perseverance and general sound commonsense. But it also recognised the man's narrow mind, the inherent bigotry of the class from which he sprang, the bitter prejudices which obscured his better judgment and made him probably the most dangerous judge who ever sat on the Hongkong Bench. It is stated in the address of the "Chinese of Hongkong" that his decisions as a police magistrate "were always characterised by an unerring justice tempered with mercy, and while they inspired evil-doers with awe, they impressed the Chinese public generally with a sense of his sagacity, freedom from prejudice, and probity;" that as Police Judge and Chief Justice his "administration of the law was clear-sighted, impartial, and just, and in every way befitting such an exalted and responsible position." These encomiums are childishly ignorant and palpably ridiculous. The special merits claimed for Sir JAMES RUSSELL as magistrate and judge should be read backwards; he was, as is only too well known in the colony, the very antithesis of the paragon of excellence painted by the "Chinese of Hongkong." For the severity of his sentences in the Police Court he has never been approached; his administration in the Supreme Court, at all events in every case, in which the Editor of the *Hongkong Telegraph* was concerned, where a supposed impartial judge forgot what he owed to the high character of British Justice, and time after time became a bitter and prejudiced advocate, has been criticised in terms of unmeasured contempt by the leading lawyers of England and Australia. The late Mr. PHILIP RUSSELL, whose career in the Hongkong Legislative Council and as champion of Hongkong's rights stands unrivalled, used frequently to say that "RUSSELL was neither a lawyer nor a gentleman," and that opinion will be endorsed by most people who knew him, and who know anything about the law and what constitutes a gentleman. But Sir JAMES RUSSELL will be best remembered for the grand work he put in (for his own ends) in converting Hongkong into a choice hunting ground for the Chinese Imperial Maritime Customs. That brought him from comparative obscurity into public prominence and probably owing to the influence of the all-powerful Inspector-General, he was "decorated" and shortly afterwards elevated to the Chief Justiceship. That Hongkong has lost its prestige as a British colony and is now regarded as being, and to a great extent actually is, under Chinese control, goes for little; Sir JAMES RUSSELL, C.M.G., etc., etc., has been after a suspiciously lengthy delay, made the recipient of a silk scroll as a token of the admiration and esteem of an unwashed crowd who call themselves the Chinese of

Hongkong. The *Hongkong Telegraph* earnestly trusts that the scroll will make the ex-Chief Justice perfectly happy and prolong the years of his existence even beyond those of KA, the Mutton-headed; and as a special compliment to Sir JAMES RUSSELL begs to propose a vote of thanks to his worthy colleague MINNICKETT.

TELEGRAMS.

RIOTING IN AUSTRIA.

LONDON, June 21st.
Serious riots have occurred in Austria between the Socialists and the Authorities. The origin of the riots was the strong advocacy given to universal suffrage by the Socialists.

ENGLAND.

The heat in England continues to be intense and many deaths have taken place from sunstroke.

NEW MEMBER FOR SWANSEA.

Mr. WILLIAMS (Liberal) has been returned for Swansea unopposed, replacing Sir H. H. Vivian who was recently raised to the peerage.

LOCAL AND GENERAL.

H.M.S. *Pallas* was undocked at Singapore on the 19th inst. and is probably now on her way to Bangkok.

SMALL-POX exists in Singapore. Several isolated cases have been reported, but only a few have terminated fatally.

The Canadian Pacific Railway Co.'s royal mail steamer *Empress of India* arrived at Nagasaki at 6 a.m. to-day, and left again at 4 p.m. for this port, via Shanghai.

WHAT next? At Singapore on the 16th inst. Dr. Lim Boon Keng delivered a lecture on "Edinburgh and the Forth Bridge." The meditative Maori may now take a back seat.

The Portuguese transport *Africa* arrived at Singapore from Mozambique, on the 19th inst., and continued her voyage to Macao on the following day. She has on board 26 officers and 393 men.

JOHNIE SHERIDAN's farcical "Fun on the Bristol" was not a patch compared to the comedy which eventuated on the *Rohilla* in harbour to-day. The sequel, however, is of no importance a nature that we intend to deal specially with it in to-morrow's *Telegraph*.

A PENANG contemporary records the celebration on the 6th inst. of the hundredth birthday of a lady resident on that island. She was born in the year 1793 and is the widow of a former Harbour Master and Magistrate employed there. One hundred years in Penang! Where are the terrors of Hades now?

At the Sanitary Board meeting this afternoon papers were laid on the table notifying the appointment of Mr. F. A. Cooper (Director of Public Works) to be president, Mr. A. M. Thomson (Acting Registrar-General) vice-president, and Mr. A. H. Rennie secretary of the Board.

The island of Mauritius will soon be telegraphically connected with the outside world, sanction having been accorded the laying of a cable from Zanzibar to that place. The constructing company will receive an annual subsidy of £25,000—the British Treasury and the Indian Government each contributing £10,000 and Mauritius Government £5,000.

ALL the officers attached to the Burma-Siam Boundary Commission have, says *Burma Engineering*, now returned to meet matters at the work having been completed. The Burmese of Kailashing, lying on the upper waters of the Mekong, has been given to Siam, the latter power having formally abandoned all claim to the Trans-Salween Karrenal.

At the Kowloon rifle range yesterday afternoon Inspector Mann made a phenomenal score with the magazine rifle, at the 300 yards range, which is the most difficult for the new weapon. Besides a "bull" at the sighting shot he made seven consecutive "bulls"—a feat never yet performed, we believe, in the East, since the advent of the magazine. The best previous score was six bulls and an inner.

From Java papers we learn that the Javanese who have been engaged for the Chicago Exhibition number 135 persons. There are 25 women, of whom 16 are dancing girls. Their quarters at the Exhibition have been arranged to be the counterpart of a Javanese village, with mosques and all complete, so as to bring out the artistic, social, and industrial condition of Java. The exhibits include specimens of the agricultural products of the island.

ACCORDING to the *Siam Free Press* of the 9th inst. a thousand Siamese troops have been despatched to the east coast under the command of Lieutenant Bunch. The island of Kong and the adjacent mainland are said to be full of Siamese. No little surprise is manifested at the fact that the Siamese have not been able to find a landing place, and without an organised command, field hospital or special arrangement for so large a body of men, fever and dysentery will prove more fatal foes than the French. Prince Bidj, Commissioner at Bassac, is said to have telegraphed to Bangkok for reinforcements. Prince Phrakak was ordered to send on what men he could spare from Nongkai, and, it is believed, did so.

In the Singapore Supreme Court on the 19th instant judgment was delivered in the appeal case of the steamer *Camelot* in the *Diamond*. Chief Justice BOWEN held that both ships were to blame and Mr. Justice GATY disagreed and stated that, in his opinion, the judgment of the Court below should be confirmed, and that the *Diamond* be alone held to blame. The judgment of the Court was that of the Chief Justice and Mr. Justice COLYER as a majority. The result is that an enquiry will have to be held to ascertain the amount of damage sustained by the *Diamond*. The amount of the *Diamond's* damage, which amounted to upwards of \$7,000, will then be added together, and each ship will have to pay one-half. The Court of Appeal ordered each party to bear their own costs, both of the trial in the Court below and of the appeal. The sum of \$47,000 odd which had been paid over by the owners of the *Diamond* to the owners of the *Camelot*, in pursuance of the judgment of the lower court, is to be refunded. The *Straits Times* adds that there may be a further appeal to the Privy Council. Dog eating dog.

TRUTH is generally credited with having the "bolge" on fiction and an ad. which appears in another column of this issue goes a long way towards proving the validity of that alleged truism. A bundle of dollar notes seeking an owner in Hongkong. There will be a big crowd at the Police Station to-morrow if we mistake not. Look up the ad.

A FREE fight, cause unknown, broke out among the *Laucars* on board the P. and O. steamer *Rohilla* last night, and before the officers could restore peace one of the men had his head knocked to bits with a chunk of chain cable. He was taken to the Government Civil Hospital insensible, and is slowly recovering. His assailant was brought before Commr. Hastings, Acting Magistrate, at the police court to-day, and remanded for a week.

Two Chinese "pirates," wanted by the Canton authorities for burglary and murder committed in Chinese territory, were arrested recently in Hongkong by the obliging police force of this British colony, and after being detained in accordance with law they were handed over this afternoon to the tender mercies of their countrymen on board a Dragon gunboat for transport to Canton, when they will probably be put in the way of saving trouble to the hat-making profession.

ARMED advice to the 27th May report describing between the Dutch and Chinese troops, and also the capture by the former of a fort at Segil. The fort was hardly 800 yards from the military post, and the Chinese occupying it kept a harassing fire on the latter, until one morning when the commander of the post bombarded the fort, and the Dutch advanced upon the Chinese under cover of the fire. A breach was made in the fort through which the troops entered and speedily carried the position by storm.

FROM a recent exchange we learn that at a meeting of shareholders in the Manila Electric Light Company figures were advanced to show that what with Municipal and private lighting, the shareholders may reckon upon receiving \$204,540 a year against an outlay of \$60,000. The yearly profit looked forward to, reaches \$144,540. At the end of last month, the Company had made rapid progress in its building operations, and the work of putting up the necessary machinery and laying the wires was expected to be shortly taken in hand.

An agreement between the Penjoin Mining Co. and the so-called Penjoin Pahang Gold Mining Co., on the conditions offered by the former, has been arrived at, telegraphic advice to that effect having been received here from London yesterday. The Secretary of the Penjoin Mining Company informs us that at a meeting of the Penjoin Pahang Co., held on the 20th inst., a resolution was adopted which gives back to the vendors the full mine, in addition to all the property of the London company. It would no doubt interest the shareholders of the Penjoin Company to know from an authoritative source what were the actual conditions offered by the Directors to the Penjoin Pahang defaulters.

THE *Siam Free Press* of the 9th instant says:—"The persistent rumours current to the effect that the French squadron may shortly be expected here to blockade the port of Bangkok, give rise to anxious speculations as to the fate of European commercial interests. A French blockade of Bangkok can have no terrors for the Siamese. On the first appearance of a French war-ship the export of rice might be stopped, and the Siamese could sit down and laugh at French cruisers and their blockading endeavours. The blockade of Bangkok would prove a farce for all but the Europeans, and would result in delaying the solution of the present difficulty."

OUR *Siam* exchanges give particulars of the case which, a short time since, we intimated was to be heard in the German Consular Court at Bangkok, against Mr. R. Gütte Editor of the late *Siam Maritime Press*, for misappropriation of trust money. The trial was concluded on the 6th instant and the defendant was found guilty and was sentenced to 12 years imprisonment, the loss of all civil rights for one year after the expiration of his sentence, to refund overcharged commission, and to pay all costs of the case. The time the prisoner has already been detained will be deducted from the sentence, so that 13 months in all is the actual time to be served. The loss of civil rights was added to the sentence, owing to the aggravated nature of the offence by which orphans had been defrauded. Prisoner gave notice of appeal and was directed to apply to the High Court of Appeal at Leipzig. Bail was put down at 500 ticals. The house next to the German Consulate has been rented for a year to serve as a prison.

THE *Singapore Free Press* of the 16th instant, says:—"The Directors of the Austrian Navigation Company at Trieste, having come to the decision that, owing to the suppression of the branch service between Singapore and Java, it would be more economical that their agency at Singapore should be represented by a mercantile firm, have determined to close their local office at the end of this month, and to transfer the agency from Mr. Charles Zanella to Messrs. Raumburg Schmidt and Co., who have been advised by telegram of the change. Mr. Zanella will proceed to Hongkong, where he will represent the Company as its principal agent. The bill of sale did not cover the new planes. There were not now 33 planes left, most had been sold, and the proceeds used in the business; there was an account of the few planes which remained, Hahn's authority for so selling and appropriating was the wording of the bill of sale, 'to carry on business as a musical instrument dealer,' meaning presumably buying and selling. The estate would probably be found worth about \$2,000; a meeting of \$1,500 was fixed for next Monday. Some of the bill of sale of four planes had been sold on his account, and there were two left. Captain Wright's solicitor desired that permission had ever been given to sell any planes covered by the bill of sale. Nothing had been done to ascertain what the facts really were. This concluded the evidence for the prosecution. The case was adjourned until Thursday, June 23rd.

THE ALLEGED FRAUDS BY A BANKRUPT.

At the Magistracy to-day, before Mr. H. E. Woodhouse, F. C. A. Hahn was brought up on remand charged with perjury, and with larceny as a bailee, having (it is alleged) sold twenty planes and converted the money to his own use, well knowing that the said planes formed part of the security for a \$25,000 loan from Capt. Wright to him, not repaid. Mr. Ellis prosecuted, and Mr. Denny defended.

Rosko Xaver, clerk in the Supreme Court, produced the files in bankruptcy, showing the proceedings following Mr. Hahn's petition in April last. A Shelson Hooper, secretary of the Hongkong Land Investment Company, Limited, stated that he bought a piano from the defendant on the 1st May, 1891, for \$300. (Receipt, signed by defendant, produced and put in.) Cross-examined—The defendant appeared to set up planes in a regular way, openly. Witness could not say he had noticed advertisements in newspapers stating that defendant had planes "for hire or sale," but there might have been such advertisements without witness knowing.

Edward Levy, keeper of a "coffee saloon" in Wellington Street, stated that he bought a piano from defendant in 1891, for \$50. (Receipt produced and put in.)

Cross-examined—No effort was made by defendant to keep the transaction quiet. Everything was open and fair. Witness had often seen Hahn's advertisements of pianos for sale.

Hong Tuk Wal, master of the Wing Tung Commodore shop, otherwise called A Tau, stated that he bought a piano from the defendant on the 10th July, 1892. Witness sent one of his men to buy it. The defendant owed the witness about \$200, and \$150 were deducted as the price of the piano.

Cross-examined—The defendant had dealt with the witness since 1887, and the \$200 were nothing out of way.

Mr. Ellis said he next proposed to read extracts from the file in bankruptcy (i.e., the Registrar's notes of defendant's statements during public examination, and the account of pianos bought and sold, as shown in the defendant's books.

Mr. Denny objected that the evidence was valid only in the bankruptcy court, not in the police court.

Some discussion ensued. Mr. Denny quoting Subsec. 5, sec. 17, Ord. 20 of 1891, to show that files in bankruptcy were only evidence in bankruptcy proceedings, as for instance if the present trial had been at the instance of the judge who heard the bankruptcy proceedings. Mr. Ellis in reply quoted R. v. Scott, 15 L. J. M. C. p. 128, dated 1856, to show that all the enactments were intended to leave the evidence open for use in criminal as well as civil purposes. Subsec. 5, sec. 17, Ord. 20 of 1891 was also quoted in support of this point.

Mr. Denny pointed out that a case dated from 1856 in England was no authority whatever now in Hongkong, since the Bankruptcy Ordinance of 1891 was entirely different from the laws of bankruptcy in England. Under Subsec. 5, sec. 17, a bankrupt was prevented from having a lawyer to assist him in his public examination, or explain his meaning, or protect him in any way from the results of his ignorance of the law. The judge's notes were taken only for use in case the judge was of opinion there had been fraud; powers were given for action then, and as these were not used it was plain the judge (who best understood) did not see any cause.

Mr. Ellis maintained that all evidence was admissible except where expressly prohibited by law.

His Worship noted the objection and allowed the evidence in the meantime.

Pasts of the notes were then read, where Hahn said that some of the 33 pianos included in the bill of sale had been sold and the proceeds invested in new pianos; that Capt. Wright agreed to this course. The debtor's statement of account of pianos bought and sold was then quoted at great length.

Bruce Shepherd, Official Receiver in Bankruptcy, produced the bankruptcy business books. Cross-examined—When the debtor filed his petition, an interim receiving order was first made, dated 8th April, 1892, and witness made a report, dated 8th May. On 9th May the petition came again before the court and a receiving order was made. The bill of sale forming the subject of the present prosecution was first known to witness as soon as the interim order was made.

Defendant told witness the bill covered all the pianos and stock-in-trade then in the shop and sold on him, and that it was given to Capt. Wright for \$2,500. When the bill was filed, the stock-in-trade and pianos to be worth at least \$3,000. Witness did not communicate with Captain Wright at that time, but examined the copy of the bill filed in the Supreme Court, and found that while the bill was dated 1888 some of the pianos were bought at later dates. Witness told defendant therefore that the bill of sale did not cover them. Witness knew of no fact constituting a ground for doubting defendant's good faith in stating that the bill of sale did cover all.

The conduct of the debtor under examination was satisfactory both to the Official Receiver and to the court. Defendant readily gave every possible information, told witness (in his official capacity) that at the time of the bill of sale he had 27 pianos in his hands and 6 more coming from Europe; witness could not at the moment remember exactly how the bankrupt said he disposed of them, but every one was accounted for in his written statement. Witness first heard of the bill of sale at the sale of pianos when he objected to Messrs. Wotton and Deacon on behalf of the holder of the bill seizing anything not actually mentioned in the bill of sale. Could not say whether the present prosecution would have ever been brought if witness had not so objected. Witness heard defendant state in examination that Capt. Wright gave a general consent to the carrying on of the business of selling and hiring pianos. It was of no account to Mr. Hahn whether the proceeds of sale of pianos in the shop at date of receiving order went to the general body of creditors or to the holder of the bill of sale. The present prosecution was not brought by desire or advice of witness.

Re-examined—Witness had made a thorough inspection of the debtor's books. Had not noted every individual item, but had verified the method of keeping the books, and had made a thorough investigation of how the receipts were entered, and the purchases, and the sales, how Hahn bought his stock and what he did with it, what became of the cash received; and had also examined and checked numerous receipts and found them correct—so many that he believed the whole must be correct.

By the Court—Defendant was extremely surprised when witness explained that Captain Wright's bill of sale did not cover the new pianos. There were not now 33 planes left, most had been sold, and the proceeds used in the business; there was an account of the few planes which remained, Hahn's authority for so selling and appropriating was the wording of the bill of sale, "to carry on business as a musical instrument dealer," meaning presumably buying and selling. The estate would probably be found worth about \$2,000; a meeting of \$1,500 was fixed for next Monday. Some of the bill of sale of four planes had been sold on his account, and there were two left. Captain Wright's solicitor desired that permission had ever been given to sell any planes covered by the bill of sale. Nothing had been done to ascertain what the facts really were. This concluded the evidence for the prosecution. The case was adjourned until Thursday, June 23rd.

On the question of bail being raised, His Worship asked—Am I to understand, Mr. Ellis, that the case really is on what you call the false statements made by the prisoner?

Mr. Ellis—No, your Worship; I have first to prove that certain gents have been bailed to him, and then that they were fraudulently disposed of without plaintiff's consent. The statements of the prisoner himself are evidence of the disposal of the goods, and that is backed up by the evidence of other witnesses, heard to-day. Then, as to the fraudulent portion of the charge, as to the evidence of the prosecutor and the bill of sale itself, which I have not yet referred to, I shall refer to it later on. That forms a *prima facie* case.

His Worship—Yes, but it all rests on defendant's being authorized to sell or not.

Mr. Ellis—But you are taking the charges separately, and I have to take the prosecutor's evidence, as to his never having given such authority.

His Worship—And the charge of perjury, what about that?

Mr. Ellis—That is in reference to the prisoner's statement that he had Captain Wright's permission.

His Worship—You mean to simply set one man's word against another's?

Mr. Ellis—Backed up by circumstantial evidence which I shall call later on, when the perjury charge is tried.

His Worship—Well, then, I prefer to reduce the bail.

Mr. Denny protested against the case being allowed to hang on any longer. What purpose could be served by bringing it into this court, when the Supreme Court could deal with it if there was anything to deal with?

Mr. Ellis pointed out that in the Supreme Court proceedings the evidence of Capt. Wright had not been before the Court, which had only heard the story of a man whose object was to make himself out as a witness.

Mr. Denny said the judge, sitting in bankruptcy had power to indict for misdemeanour, if there was reason; if the creditor had appeared before the Official Receiver with a complaint.

His Worship thought the case would be met by reducing the bail (\$3,000) to half.

Mr. Denny said it was absolutely impossible for a poor man like Hahn to get \$1,500 bail. The evidence was utterly insufficient to justify heavy bail.

His Worship—I do not know what there may be in the books yet. The books cannot show more than has already been shown—that the bankrupt has given a detailed account of every piano bought and sold, and that his conduct has been perfectly satisfactory.

His Worship—I do not know that is admitted.

Mr. Denny—The Official Receiver said so on oath.

After a little further discussion, bail was fixed at \$500, in two sureties of \$250 each, and the case was fixed for Thursday (29th) at noon.

Mr. Ellis stated, in reply to the Magistrate, that the prosecution did not intend to dispute defendant's statements as to the actual disposal of the pianos.

CHINA COAST LIGHTS.

In view of the recent completion of Waglan Lighthouse, a brief review of the whole system of lighting the coasts of China, which we have been enabled to compile from most competent sources, may give of general interest. There are 20 lights on the main routes (besides many others of purely local character) under the care of the Imperial Maritime Customs, which may be described as follows:—

(1.) The first, or Northernmost, is the lightship *Newchwang* at the bar of the port of the same name, a highly satisfactory mark, which needs no further comment.

(2.) The Taku Bar is equally well served by a buoy.

(It should be pointed out at this stage that there is room for another light in the Lienting Gulf, on North Point, a better, as Fort Kent, to give a bearing from which to clear the Hsien into trouble, not actually on the Shallows but on the Western Bank. In trying to give the Shallows a wide enough berth in heavy weather.)

(3.) Shanghai Light is miserably inefficient, though a great improvement on its predecessor, and as it suffices to keep steamers off the Banks in clear weather it can wait until more important points have received attention.

(4.) Local-shan Promontory is badly in need of improved lighting, and work is now in active progress. A new beacon is being erected, which will probably, when completed, be one of the best on the coast; a fog horn would be a valuable addition, as also a red section to indicate the Beacon Rock.

(5.) Hon-Ki Island light leaves nothing to be desired, for position, power, and distinctive character.

(6.) Chefoo light on the contrary does leave much to be desired, both as to power and as to what makes a coast light most useful—movement or intermittent light.

(Eddy Island should have a good light as soon as possible, but there is probably as likelihood of this coming to pass yet.)

(7.) Wei-haw Island, erected not long ago, can never serve the purpose of coast lights.

(8.) O-tu, and 11.) All the four lights from the North-East Promontory to the North Saddle are first-class coast lights and could not be improved upon. To complete the chain, however, a fifth is required, on Luk-on or Video Islands, the former for preference, because just at the North Saddle is becoming obscured. Luk-on would come in sight for ships passing Shanghai from north to south or vice versa; moreover, it would be an excellent guide for clearing the Barren Islands to the north and the Brothers and Sisters to the south.

(12.) Lo-ka Island light cannot be considered a coast light, and it is a pity this small light was not erected on Tong-tung Island, which would have rendered the southern approach to Shanghai perfect, besides being a most valuable addition to the regular chain of coast lights. As it is, there is no real coast light between North Saddle and Turnabout, a distance of more than 360 miles. In this stretch there are two points of primary importance—the H

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—105 per cent.
 The National Bank of China, Ltd.—on \$8.10
 paid up—50 per cent. ditto, sellers.
 The National Bank of China, Ltd.—Founders
 shares, \$100 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—
 20 cents, sellers.
 The Bank of China, Japan & the Straits, Ltd.—
 Founders' shares, \$20, sellers.
 Chinese Imperial Loan of 1884 B—2 1/2 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1884 C—2 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent.
 premium.
 Union Insurance Society of Canton—\$82 per
 share, buyers.
 China Fire Insurance Company—\$54 per
 share, sellers.
 North China Insurance Co., Ltd.—115 per share,
 buyers.
 Canton Insurance Company, Limited—\$113 per
 share, buyers.
 Yangtze Insurance Association—\$100, sellers.
 On Tai Insurance Company, Limited—\$150 per
 share.
 Hongkong Fire Insurance Company—\$225 per
 share, sellers.
 China Fire Insurance Company—\$83 per share,
 sellers.
 Hongkong, Canton, and Macao Steamboat Co.—
 \$28 per share, sellers.
 China and Manila Steam Ship Company—\$18
 per share, sellers.
 Indo-China Steam Navigation Company, Limited—
 41 per cent. discount, sellers.
 Douglas Steamship Company—\$36 per share,
 sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—70
 per cent. premium, sales.
 Geo. Fenwick & Co., Limited—\$15 per share,
 buyers.
 Hongkong Hotel Company—\$20, per share,
 sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—
 \$50.
 The Austin Arms Hotel and Building Company,
 Limited—\$4 per share, sellers.
 The Shumson Hotel Co., Limited—\$4 1/2 per
 share, buyers.
 Punjion Mining Co.—\$50 per share, sales and
 sellers.
 The Raub Gold Mining Co., Limited—\$5 1/2 per
 share, sales and sellers.
 The Belmont Gold Mining Co., Limited—
 50 cents, per share, sellers.
 Société Française des Charbonnages du Tonkin
 —\$85 per share, sellers.
 The Jelaba Mining and Trading Co., Limited—
 \$5 40 per share, sales and buyers.
 The Selama Tin Mining Co., Limited—4 cents
 per share, sellers.
 London and Pacific Petroleum Co., Ltd.—
 nominal.
 China Sugar Refining Company, Limited—\$12 1/2
 per share, cum new issue, buyers.
 Luson Sugar Refining Company, Limited—\$35,
 nominal.
 A. S. Watson & Co., Limited—\$11 per share,
 sales and sellers.
 Dakin, Cruickshank & Co., Limited—\$2 per
 share, sellers.
 Hongkong Dairy Farm Co., Limited—\$4 1/2 per
 share, buyers.
 The Kowloon Land Investment Co., Limited—
 \$7 1/2 per share, sellers.
 The Hongkong Land Investment Co., Limited—
 \$8 1/2 per share, sellers.
 The West Polder Building Co., Limited—\$33
 per share, sellers.
 H. C. Brown & Co., Limited—\$8 per share,
 sellers.
 Hongkong and Kowloon Wharf and Godown
 Company—\$42 per share, sellers.
 Hongkong Rope Manufacturing Company,
 Limited—\$9 1/2 per share, sellers.
 Hongkong Gas Company—\$110 per share,
 sales and buyers.
 Hongkong Ice Company—\$60 per share, sellers.
 Hongkong and China Bakery Company, Limited
 —405 per share, sellers.
 The Hongkong Portland Cement Co., Limited
 —\$4 1/2 per share, sellers.
 The Green Island Cement Co., nominal.
 The Hongkong Electric Light Co., Limited—
 \$3 1/2 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—
 \$35 per share, nominal.
 The Hongkong High-Level Tramway Co.,
 Limited—\$75 per share, sellers.

EXCHANGE.
 On London—Bank, T. T. 2/8
 Bank Bills, on demand 2/8
 Bank Bills, at 4 months' sight 2/8
 Credits at 4 months' sight 2/8
 Documentary Bills, at 4 months'
 sight 2/8
 On Paris—
 Bank Bills, on demand 3/37
 Credits, at 4 months' sight 3/45
 On India—
 T. T. 216
 On Demand 217
 On Shanghai—
 Bank, T. T. 71 1/2
 Private, 30 days' sight 72 1/2

VISITORS AT THE HONGKONG HOTEL.

Mr. C. P. Black. Captain A. Murray.
 Mr. H. S. Cooke. Mr. L. Pinar.
 Mr. A. Delphon. Mr. F. H. Shean.
 Mr. E. H. Derrick. Mr. F. A. S. Thomson.
 Mr. G. M. Gray. Mr. J. K. Trafford.
 Mr. A. B. MacDonald. Mr. C. F. Williams.
 Mr. T. Mitchell.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mrs. Lowrie.
 Mr. H. W. Bird. Mr. W. H. R. Lender.
 Mr. C. E. Bird. Mr. & Mrs. E. J. Main.
 Mr. A. Cumming. Mr. & family.
 Mr. F. Deacon. Mr. Modhurst.
 Mr. Dickie & children. Mr. Monney.
 Mr. & Mrs. R. Dixon. Mr. W. Ramsay.
 Mr. & family. Mr. H. W. Robertson.
 Mr. F. East. Mr. C. F. A. Sangster.
 Mr. S. Forsyth. Mr. A. E. Skeels.
 Mr. C. L. Gorman. Mr. Sparrow.
 Mr. E. J. Grist. Mr. J. R. Solomon.
 Mr. Thorpe Howard. Mr. S. Tanaka.
 Mr. V. Kolod. Mr. Wyle.

MAILS EXPECTED.

THE FRENCH MAIL.
 The Messageries Maritimes Co.'s steamer
Oron, with the French mail of the 26th ult.,
 left Singapore on the 21st instant, and may be
 expected here on the 28th.
THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *City of Rio*
 de Janeiro, with mails, from San Francisco,
 leaves Yokohama on the 20th instant, and may
 be expected here on the 25th.
 The P. M. S. S. Co.'s steamer *City of New*
 York, with mails, from San Francisco, for this
 port via Yokohama, on the 25th instant.

The O. & O. S. S. Co.'s steamer *Galle*, with
 mails, from San Francisco for this port via
 Yokohama, on the 17th instant.
THE CANADIAN MAIL.
 The Canadian Pacific Railway Co.'s steamer
Empress of India, from Vancouver, left Naga-
 asaki for Shanghai and Hongkong on the 22nd
 instant, and may be expected here on the 26th.
NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co.'s steamer
Tacoma left Victoria, B.C., for this port via
 Japan on the 10th instant.
THE INDIAN MAIL.
 The 'Apar' line steamer *Aratoun Apeir*,
 from Calcutta, left Singapore on the 17th instant,
 and may be expected here on the 23rd.
THE AUSTRALIAN MAIL.
 The E. & A. S. S. Co.'s steamer *Callithrum*,
 left Port Darwin for this port on the 15th instant
 via Timor, and may be expected here about the
 27th.

STEAMERS EXPECTED.
 The Ocean Steamship Co.'s steamer *Pallawan*,
 left Singapore on the 20th instant, and may be
 expected here on the 26th.
 The Navigazione Generale Italiana steamer
Bormida left Bombay on the 10th instant, and
 may be expected here about the 25th.
 The P. & O. S. N. Co.'s steamer *Manila* left
 London for this port on the 28th ult.

Shipping.

ARRIVALS.
 PROGRESS, German steamer, 850, J. Jensen, 21st
 June—Hamburg 1st May, General—
 Order.
 HOLSTEN, German steamer, 1,103, J. Bruhn,
 15th June—Saigon 17th June, Rice and
 Paddy—Wielers & Co.
 YUNPING, Chinese steamer, 507, L. H.
 Richards, 21st June—Tientsin, via Chefoo
 15th June, General—C. E. & M. Co.
 TELEMACUS, British steamer, 1,307, J. Barwise,
 22nd June—Liverpool 6th May, and Singa-
 pore 15th June, General—Butterfield & Swire.
 PERA NANG, British steamer, 1,021, W. H.
 Watson, 22nd June—Bangkok 12th June,
 Koh-i-chang 16th, Rice and General—
 Yuen Fat Hong.
 CHANTREY, British steamer, 1,905, A.
 Murray, 22nd June—Kutchin 16th
 June, Coals—Mitsui Bussan Kaisha.
 KINTUCK, British steamer, 2,312, C. H. Kemp,
 22nd June—Singapore 16th June, General—
 Arnold, Karberg & Co.
 ANGERS, British steamer, 2,077, J. Plakham,
 22nd June—Middlesboro, and Hamburg
 3rd May, General—Shewan & Co.
 THALES, British steamer, 820, A. Hodgins, 22nd
 June—Tientsin 19th June, Amoy, 20th
 June, and Swatow 21st, General—D. Laprak
 & Co.

DEPARTURES.
 June 21, *Taiyang*, British steamer, for Canton.
 June 21, *Nanyang*, British steamer, for Canton.
 June 21, *Zifro*, British steamer, for Amoy.
 June 22, *Amoy*, Co. steamer, for Saigon.
 June 22, *Amoy*, Co. steamer, for Saigon.
 June 22, *Peking*, German steamer, for Saigon.
 June 22, *Peking*, German steamer, for Saigon.
 June 22, *Rohilla*, British steamer, for Amoy.
 June 22, *Rohilla*, British steamer, for Amoy.
 June 22, *Nicotian*, British steamer, for Batavia.
 June 22, *Nicotian*, British steamer, for Batavia.
 June 22, *Batavia*, Dutch steamer, for Singapore.
 June 22, *Malacca*, British steamer, for Shanghai.
 June 22, *Malacca*, British steamer, for Shanghai.
 June 22, *Malacca*, British steamer, for Shanghai.
 June 22, *Yunyang*, British steamer, for Swatow.
 June 22, *Yunyang*, British steamer, for Swatow.
 June 22, *Yunyang*, British steamer, for Swatow.
 June 22, *Yunyang*, British steamer, for Swatow.

REPORTS.
 The British steamer *Telegraph* reports that
 she left Liverpool on the 6th instant, had
 light southerly winds and fine weather from
 Singapore.
 The Chinese steamer *Yung-feng* reports that
 she left Tientsin, via Chefoo, on the 17th
 instant, had light variable winds to S.W.
 weather. From Shanghai to Hongkong, the
 steamer had moderate south-south-west winds
 and fine weather.
 The British steamer *Phra Nang* reports that
 she left Bangkok on the 12th instant, had
 light southerly winds and fine weather, and
 reached Cape Padaran on moderate south-west
 winds, and kindly weather, there to port had
 moderate south-east to south-west winds and
 good weather.
 The British steamer *Thales* reports that she
 left Tientsin on the 19th instant, Amoy on the
 20th, and Swatow on the 21st. From Tien-
 sin to Amoy and Swatow had moderate
 south-west winds, and cloudy weather. From
 Swatow, had moderate south-south-east winds
 and well, with cloudy weather to port.

POST OFFICE.
 A MAIL WILL CLOSE
 For Singapore—Per *Gorda* to-morrow, the
 23rd instant, at 11.30 A.M.
 For Swatow—Per *Thales* to-morrow, the 23rd
 instant, at 11.30 A.M.
 For Shanghai—Per *Peking* to-morrow, the
 23rd instant, at 3.30 P.M.

SHIPING IN HONGKONG

STEAMERS.
 ACTU, Danish steamer, 355, H. Hygon, 15th
 June—Pakhoi 12th June, and Hobeow 20th,
 General—Arnold, Karberg & Co.
 ARHOLD, British steamer, 1,471, A. Watson, 15th
 June—Kanton 13th June, Coals—
 Chy & Co.
 BENARIE, British steamer, 1,472, E. Le Bouillier,
 20th June—Saigon 16th June, Rice and
 General—Gibb, Livingston & Co.
 BORNIO, Dutch steamer, 1,490, Thompson, 19th
 June—Bangkok 15th June, Rice—Lau
 and Weyman.

HONGKONG—STEAMERS.
 (Continued.)
 FARR, Danish steamer, 397, C. L. Strand, 21st
 June—Pakhoi 12th June, and Hobeow 20th,
 General—Arnold, Karberg & Co.
 GERDA, German steamer, 2,117, T. Ehlers, 21st
 June—Kobe 14th June, General—Stensen
 & Co.
 FAME, British steamer, 117, Captain McLean,
 Hongkong Government tender.
 GWALIOR, British steamer, 1,448, F. Spock, 18th
 June—Bombay 1st June, and Singapore
 23rd, General—P. & O. S. N. Co.
 HAITAN, British steamer, 1,182, F. D. Goddard,
 21st June—Fochow 18th June, Amoy
 19th, and Swatow 20th, General—D.
 Laprak & Co.
 HALPHONG, French steamer, 874, H. Galliet,
 20th June—Saigon 18th June, General—
 Messageries Maritimes.
 HAMOI, French steamer, 1,182, M. Montell, 16th
 June—Haiphong 14th June, General—A.
 R. Maury.

HONGKONG—STEAMERS.
 HONGKONG, British steamer, 1,163, James Young,
 14th June—Hongkong 15th June, Coals—
 Jardine, Matheson & Co.
 MALACCA, British steamer, 3,515, F. W. Case,
 19th June—London 22nd May, and Singa-
 pore 14th, General—P. & O. S. N. Co.
 MEMMON, British steamer, 824, Brind, 21st
 June—Saigon 16th June, Timber,
 Rattan, and General—Butterfield & Swire.
 METASTEDIA, British steamer, 1,154, W. Fraser,
 20th June—Saigon 16th June, Rice and
 Paddy—Arnold, Karberg & Co.
 NANTIAN, British steamer, 805, J. Blackburne,
 19th June—Bangkok 12th June, and Koh-i-
 chang 16th, Rice—Hop King Hong.
 OCEANIC, British steamer, 3,500, W. M. Smith,
 R.N.R., 19th June—San Francisco 23rd
 May, and Yokohama 10th June, Mails and
 General—P. & O. S. N. Co.
 PEIYANG, German steamer, 953, R. Kobler,
 21st June—Canton 21st June, General—
 Stensen & Co.
 PILOT FISH, British steamer, 161, A. Stopani,
 Hongkong and Whampoa Dock Co.
 PROPORTION, British steamer, 1,387, W. H.
 Farrand, 14th March—Saigon 9th March,
 Rice and Paddy—Arnold, Karberg & Co.
 SHANTUNG, British steamer, 1,535, H. C. D.
 Frampton, 16th June—Java 7th June,
 Sugar—Butterfield & Swire.

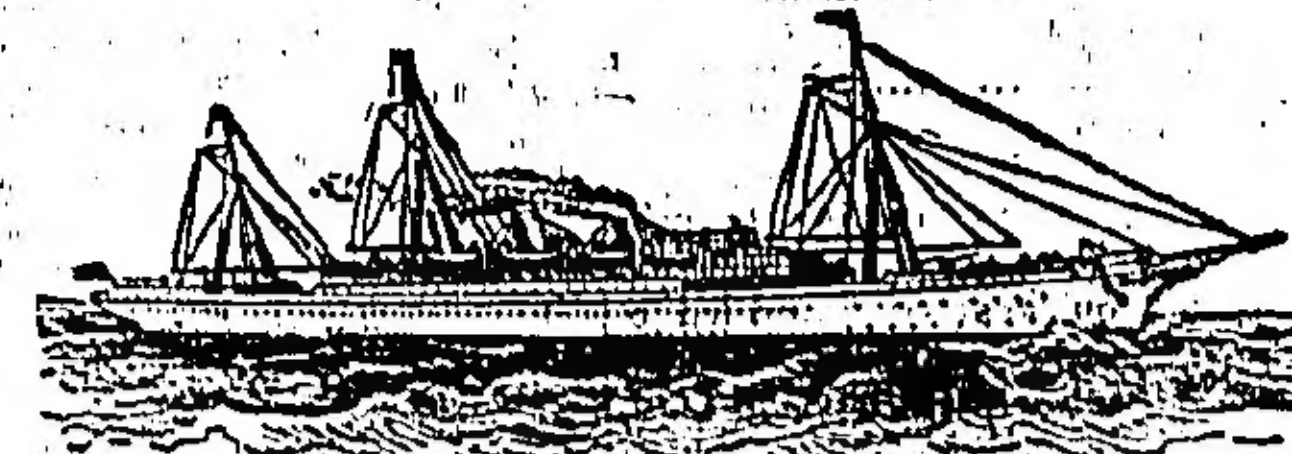
SUMATRANG, British steamer, 994, C. B. N.
 Dodd, 17th June—Manila 14th June,
 General—Butterfield & Swire.
 SVENSK, Norwegian steamer, 1,320, C. A.
 Lidling, 20th June—Odessa 13th May,
 General—Order.
 TAIKANG, British steamer, 1,505, H. W. Hogg,
 21st June—Shanghai 17th June, General—
 Jardine, Matheson & Co.
 YOKOHAMA, British steamer, 1,876, C. H. S. Tocque,
 R.N.R., 19th June—Yokohama 10th June,
 Mails and General—P. & O. S. N. Co.
 WINGKONG, British steamer, 1,517, A. de St.
 Croix, 16th June—Calcutta 1st June, and
 Singapore 10th, General—Jardine, Mathe-
 son & Co.
 YIKANG, British steamer, 887, W. Waddilove,
 19th June—Manila 16th June, General—
 Jardine, Matheson & Co.

SAILING VESSELS.
 ANCAROS, British ship, 1,703, Fulton, 29th May,
 New York 12th November, Petroleum—
 Order.
 BOA PAU, Siamer bark, 144, O. Wagoner, 29th
 May—Bangkok, via Koh-i-chang 11th
 May, Wood—Hee Lee.
 CUMBER, Danish bark, 1,118, H. Pedersen, 9th
 June—New York 29th December, Kerosene
 Oil—Order.
 GOLDEN FLEET, American schooner, 125, R.
 Ouellet, 11th June—Pelle Island 7th
 May, Copra and Beche-de-mer—Order.
 HARTMAN, British ship, 1,619, W. R. Potter,
 14th May—New York 24th Dec., Oil—
 Melcher & Co.
 HENRY FAIRBANK, American ship, 1,879, G.
 Manning, 12th June—San Francisco 30th
 April, Oil—Master.
 ICEBERG, American ship, 1,135, Frank, 1st June,
 New York 4th January, Kerosene Oil—
 Jardine, Matheson & Co.
 IRON DUCK, German bark, 1,473, H. Hashagen,
 14th April—New York 29th Oct., Petroleum—
 Shewan & Co.
 JAPAN, Peruvian bark, 390, Juan E. Taboada,
 28th May—Callao 12th March, General—
 Order.
 JOCKEY, American ship, 1,540, L. S. Rogers, 1st
 June—New York 4th January, Oil—Renter.
 JOCKEY, American ship, 1,540, L. S. Rogers, 1st
 June—New York 4th January, Oil—Renter.
 OMEGA, British bark, 480, A. V. Brown, 16th
 May—Callao 12th March, General—
 Captain.
 PARANITA, American ship, 1,458, Soule, 21st
 April—San Francisco 27th Feb., Flour—
 Chiles.
 PRINCIPALITY, British 4-masted ship, 1,698, E.
 Jones, 26th May—New York 26th January,
 Kerosene Oil—Jardine, Matheson & Co.
 SEMPA, British bark, 666, L. S. Rogers, 1st
 June—Champion Bay 27th Feb., Sandal-
 wood—Jardine, Matheson & Co.
 SOMALIA, British 4-masted ship, 3,332, D.
 Morgan, 17th May—Singapore 21st March,
 Ballast—Order.
 SPYAWAY, British 3-masted schooner, 374, W.
 Garrick, 14th May—Shark Bay, W.A., 6th
 March, Sandalwood—Captain.

For Sale.

FOR SALE.
 THOSE TWO STORIES OF PARCELS OF
 GROUND, situated in SHAMKIN,
 between the Kowloon and the New Territories,
 and known as LOTS 26 and 27,
 with buildings and buildings thereon, being
 the premises at present in the occupation of
 Messrs. SHYAM & Co.
 The total area of the lots is 25,000 square
 feet and the premises are held from the British
 Government for two several terms of 99 years,
 under leases dated respectively the 3rd day of
 September, 1861, and the 4th day of September,
 1861, and are now registered at the British
 Consulate at Canton in the name of HO FOK.
 For further particulars, apply to
 H. L. DENNIS,
 64, Queen's Road, Hongkong.
 Hongkong, 14th June, 1893.

THEY LEAD THEM ALL,
 THE CELEBRATED
CALIFORNIA WINES,
 from the well-known vineyards of Messrs.
 HENNER and VAN BRECKENRIDGE, San Francisco,
 and JAMES P. SMITH (Olivier) Livermore,
 California.
 Guaranteed to be Pure and Unadulterated.
 P. & F. BLACKBERRY BRANDY and fresh
 California WINE, and BARTLETT'S SPRING
 MINERAL WATER by each steamer.
 Prices forwarded on application to
 MACDONALD, BROTHERS & LOCKARD,
 102, 104, 106, Commission Merchants,
 Yokohama, 12th August, 1892.

1893.  **1893.**

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA 6,000 Tons WEDNESDAY, 5th July.
 EMPRESS OF JAPAN 6,000 " WEDNESDAY, 26th July.
 EMPRESS OF CHINA 6,000 " WEDNESDAY, 16th August.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and
 Call at VICTORIA, B.C., to Land and Embark Passengers.
 The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-
 Continental Route.
 Passengers Booked to all the principal points in Canada and the United States, and also
 through to Great Britain and the Continent of Europe, at Current Rates, with Passengers
 choice of Atlantic Line.
 RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue
 to date of re-embarking at Vancouver.
 SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval,
 Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.
 The Canadian Pacific Railway is the only Trans-Continental Line extending from the
 Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change.
 The Dining Cars and Mountain Hotels on this Route are owned by the Company and their
 appointments and Cuisine are unequalled.
 The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated
 by Steam during the Winter Season.
 For further information as to Passage and Freight, apply to
 D. E. BROWN,
 General Agent.
 Hongkong, 15th June, 1893.

U. S. MAIL LINE.
**PACIFIC MAIL STEAM-
SHIP COMPANY.**
 VIA INLAND SEA OF JAPAN AND
HONOLULU.
 PROPOSED SAILING FROM HONGKONG.
 City of Rio de Janeiro (via Nagasaki, Kobe,
Inland Sea, Yokohama and Honolulu)..... Thursday, 6th July.
 City of New York (via Nagasaki, Kobe, Inland Sea,
Yokohama and Honolulu)..... Wednesday, 12th July.
 City of Peking (via Nagasaki, Kobe, Inland Sea,
Yokohama and Honolulu)..... Thursday, 27th July.

THE CITY OF RIO DE JANEIRO
 will be despatched for SAN FRANCISCO, via
 NAGASAKI, KOBE, INLAND SEA, YOKO-
 HAMA and HONOLULU, on THURSDAY
 the 6th July, at 1 P.M., taking Passengers and
 Freight for Japan, the United States, and Europe.
 Steamers of this line pass through the IN-
 LAND SEA OF JAPAN, and call at Honolulu,
 and passengers are allowed to break their
 journey at any point en route.
 Through Passage Tickets granted to England,
 France, and Germany by all trans-Atlantic lines
 of Steamers, and to the principal cities of the
 United States or Canada. Rates may be
 obtained on application.
 First Class Passengers have full choice of any
 of the Overland Routes, including CENTRAL
 PACIFIC, SOUTHERN PACIFIC, UNION
 PACIFIC, NORTHERN PACIFIC, and
 DENVER and RIO GRANDE RAILWAYS.
 They can also travel over the CANADIAN
 PACIFIC RAILWAY, on payment of \$10 in
 addition to the regular tariff rate.
 Particulars of the various routes can be
 had on application.
 Special rates (first class only) are granted to
 Missionaries, members of the Naval, Military,
 Diplomatic, and Civil Service, to European
 Officials in service of China and Japan, and to
 Government officials and their families.
 Through Bills of Lading issued for trans-
 portation to Yokohama and other Japan Ports,
 to San Francisco, to Atlantic and Inland Cities
 of the United States, via Overland Railways, to
 Havana, Trinidad, and Demerara, and to ports
 in Mexico, Central and South America, by the
 Company's and connecting Steamers.
 Freight will be received on board until 4 P.M.
 the day previous to sailing. Parcel Packages will
 be received at the Office until 5 P.M. same day.
 All Parcel Packages should be marked to ad-
 dress in full; value of same is required.
 Consular Invoices to accompany Cargo des-
 tined to Points beyond San Francisco, in the
 United States, should be sent to the Company's
 Office in Sealed Envelopes, addressed to the
 Collector of Customs at San Francisco.
 For further information as to Passage and
 Freight, apply to the Agency of the Company,
 No. 72, Queen's Road Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 17th June, 1893.

SIEN TING,
 SURGEON DENTIST,
 No. 10, D'AGUILAR STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 27th September, 1892. [376]

DENTISTRY.
 FIRST CLASS WORKMANSHIP
 AND
 MODERATE FEES.
 MR. WONG TAI-FONG,
 Surgeon Dentist,
 (Formerly attached to Dr. Rogers), and latterly
 assistant to Dr. Rogers),
 HAS REMOVED
 TO
 THE BANK BUILDINGS,
 Queen's Road.
 (Opposite Hongkong Bank).
 CONSULTATION FREE.
 Hongkong, 27th July, 1893. [64]

**JEY'S SANITARY COMPOUNDS
COMPANY, LIMITED.**
**JEY'S WOOD PRESERVER OF
ANTISEPTIC PAINT.**
 THE Undersigned have this day been
 appointed SOLE AGENTS for the sale
 of these PERFECT DISINFECTANTS, and
 are prepared to supply quantities to suit
 purchasers, at Wholesale Prices. Extra Special
 terms for Shipping and Large Orders.
 Mr. ROBERT RAWLINSON, C.B., C.E., Chief
 Sanitary Engineer, Local Government Board,
 London, says—
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co.,
 Bank Buildings.
 Hongkong, 19th June, 1893.

NOTICE.
**JEY'S SANITARY COMPOUNDS
COMPANY, LIMITED.**
**JEY'S WOOD PRESERVER OF
ANTISEPTIC PAINT.**
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 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co.,
 Bank Buildings.
 Hongkong, 19th June, 1893.

CLARKE'S BLOOD MIXTURE.
 CAUTION.—Purchasers of Clarke's Blood Mix-
 ture should see that they get the genuine article.
 Worthless imitations, and substitutes are some-
 times palmed off by unprincipled vendors. The
 words "Lincoln and Midland Counties Drug
 Company, Lincoln, England," are engraved on
 the Government Stamp, and "Clarke's World-
 famous Blood Mixture, blown in the Bottle,
 without which none are genuine."
 Printed and Published by ROBERT FRASER,
 SMITH, No. 6, Fodder's Hill, in the city of
 Victoria, Hongkong.

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 without which none are genuine."
 Printed and Published by ROBERT FRASER,
 SMITH, No. 6, Fodder's Hill, in the city of
 Victoria, Hongkong.

Mails.
 NORTHERN PACIFIC STEAMSHIP AND
 RAILROAD COMPANIES.
 PROPOSED SAILINGS FROM
 HONGKONG.
 (SUBJECT TO ALTERATION.)
 Tacoma Tuesday July 18th.
 Mogul Tuesday August 8th.
 Victoria Tuesday August 29th.
 Tacoma Thursday Sept. 29th.
 Mogul Thursday October 10th.

THE Steamship
 "TACOMA"
 Captain J. Hill, sailing at Noon, on TUESDAY,
 the 18th July, will proceed to VICTORIA, B.C.,
 and TACOMA, via SHANGHAI, INLAND
 SEA, KOBE and YOKOHAMA.
 Through Bills of Lading issued to Japan,
 Pacific Coast Ports, and to Canadian and
 United States Ports.
 Consular Invoices of Goods for United States
 Ports should be in quadruplicate; and one
 copy must be sent forward by the steamer to
 the care of the General Agent, Northern Pacific
 Railroad Tacoma, Wash.
 Parcels must be sent to our Office with address
 marked in full by 5 P.M. on the day previous to
 sailing.
 For further information as to Passage or
 Freight, apply to
 DODWELL, CARLILL & Co.,
 Agents.
 Hongkong, 17th June, 1893. [14]

Intimations.
**HONGKONG TIMBER
YARD, WANCHAI.**
 OREGON PINE SPARS AND LUMBER
 Always on Hand. L. MALLORY.
 Hongkong, 24th June, 1893. [66]

Blackhead & Co.
 SHIP-CHANDLERS, SAIL-MAKERS,
 and PROVISION MERCHANTS,
 NAVY CONTRACTORS, &
 GENERAL COMMISSION AGENTS,
 No. 7, Praya Central,
 HONGKONG.
 SOLE AGENTS FOR
 HARTMANN'S RAHTJENS' GENUINE
 COMPOSITION for the
 BOTTOMS OF IRON and STEEL SHIPS.
 HARTMANN'S GREY PAINT for coating the
 insides of STEEL SHIPS.
 MOTOR LAUNCHES PATENT DAIMLER.
 DAIMLER INDUSTRIAL MOTORS.
 TRAMWAYS, COACHES and FIRE
 ENGINES.

LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS
 to Board of Trade Rules.
 ENGINEERS' AND BLACKSMITHS'
 MACHINERY AND TOOLS.
 EVERY KIND OF
 SHIP'S STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
 REASONABLE PRICES.

CLARKE'S
WORLD-FAMED
BLOOD MIXTURE
 THE GREAT BLOOD PURIFIER AND
 RESTORER.
 FOR cleaning and clearing the blood from
 all impurities it cannot be too highly
 recommended.
 For Scrofula, Scurvy, Eczema, Skin and Blood
 Diseases, and Sores of all kinds, it is a never-
 failing and permanent cure.
 It cures Old Sores.
 Cures Sores on the Neck.
 Cures Sore Legs.
 Cures Black